

US 1 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

PROPOSED SIGNALS

1-6
R
Y
G
12" LED
(BLACK FACED)

7.8
16" LED
COUNTDOWN
PEDESTRIAN
SIGNAL HEAD

16" LED
COUNTDOWN
PEDESTRIAN
SIGNAL HEAD

PROPOSED PEDESTRIAN PUSH BUTTON SYSTEM

9
PUSH BUTTON
TO CROSS
SECOND STREET
START CROSSING
WATCH FOR
TURNING CARS
DON'T ENTER
UNTIL CROSSING
IS CLEAR
TIME REMAINING
TO FINISH CROSSING
PEDESTRIANS
SHOULD NOT BE
IN CROSSWALK

10
PUSH BUTTON
TO CROSS
SECOND STREET
START CROSSING
WATCH FOR
TURNING CARS
DON'T ENTER
UNTIL CROSSING
IS CLEAR
TIME REMAINING
TO FINISH CROSSING
PEDESTRIANS
SHOULD NOT BE
IN CROSSWALK

R10-3(1)
9" X15"

R10-3(1)
9" X15"

EXISTING SIGNS TO REMAIN

11
Bowie RD
DOUBLE-SIDED

12
NO LEFT TURN

13
NO RIGHT TURN

14
RIGHT TURN ONLY

EXISTING SIGNALS TO BE REMOVED

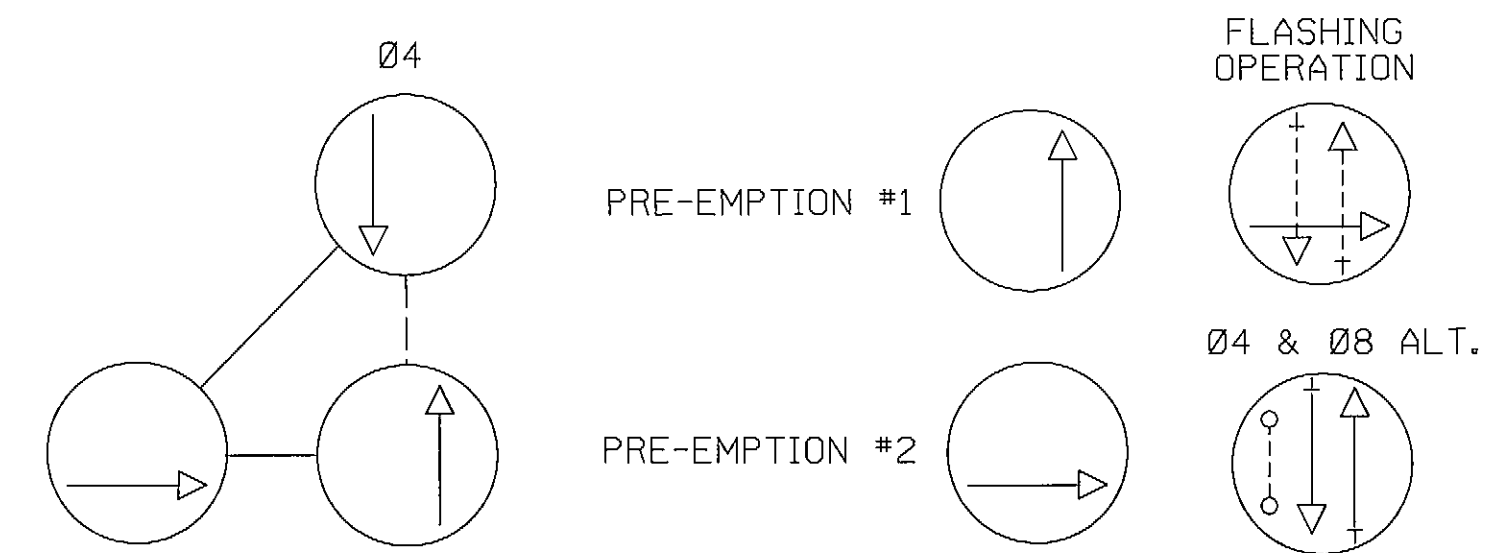
1,2,3
4,5,6
R
Y
G
12"

7,8
12"

EXISTING PRE-EMPTION SENSOR TO REMAIN

15,16

NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

NORTHBOUND US 1 (SECOND STREET)

BOWIE ROAD

GENERAL NOTES:

- ALL INTERNAL CABINET WIRING SHALL BE PERFORMED BY SHA FORCES.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- THE CONTRACTOR SHALL CONTACT ED RODENHIZER AT THE SIGNAL SHOP (410)787-7650 TO DELIVER APS EQUIPMENT FOR TESTING.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"X60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC 4E.09 AND FIG. 4E2 AND THE NCHRP PUBLICATION "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- THE CONTRACTOR SHALL MAINTAIN THE CONTINUOUS OPERATION OF ALL INTERCONNECT, VEHICULAR, PEDESTRIAN DETECTORS, AND LIGHTING DEVICES. IF ANY DEVICE IS DAMAGED BY THE CONTRACTOR, IT SHALL BE REPAIRED WITHIN 72 HOURS BY THE CONTRACTOR AT NO COST TO THE ADMINISTRATION AFTER NOTIFICATION BY THE ENGINEER.

GEOMETRIC LEGEND

--- EXISTING
--- PROPOSED

UTILITY LEGEND

--- SD --- STORM DRAIN
--- G --- GAS MAIN
--- W --- WATER MAIN
--- S --- SEWER MAIN
--- E --- ELECTRIC CABLES
--- A --- AERIAL CABLES
--- T --- TELEPHONE CABLES
--- F --- FIBER-OPTIC

CONSTRUCTION DETAILS

- REPLACE EXISTING VEHICULAR SIGNAL HEADS WITH NEW 12" BLACK FACED LED SIGNAL HEADS.
- REMOVE EXISTING PEDESTRIAN SIGNAL, PUSHBUTTON AND SIGN FROM EXISTING SIGNAL POLE.
- INSTALL 10' BREAKAWAY PEDESTAL POLE WITH BREAKAWAY COUPLING AND MODIFIED PEDESTRIAN FOUNDATION (MD STD 801.01) WITH 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, NEW AUDIBLE TACTILE PUSHBUTTON SYSTEM WITH VIBRATING ARROW, AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS SECOND STREET" (NOTE: ONE 3" SCHEDULE 80 PVC 90 DEGREE ELBOW IN BASE).
- INSTALL 3" SCHEDULE 80 PVC ELECTRICAL CONDUIT (TRENCHED) AND EXTEND INTO EXISTING HANDHOLE.
- ADJUST EXISTING HANDHOLE.
- USE EXISTING CONDUIT.
- USE EXISTING LOOP DETECTOR.
- SEE GEOMETRIC LAYOUT AND ROADWAY PLAN SHEET FOR SIDEWALK AND RAMP CONSTRUCTION.
- USE EXISTING CONTROLLER CABINET.
- INSTALL NEW GROUND ROD INTO EXISTING HANDHOLE.
- USE EXISTING HANDHOLE.

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

NORTHBOUND US 1 (SECOND STREET)
AT BOWIE ROAD
LAUREL, MD

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 7-27-72 CONTRACT NO. PG-585-501-385

DESIGNED BY _____ COUNTY PRINCE GEORGE'S
DRAWN BY _____ LOGMILE 16000113.40
CHECKED BY _____ T.I.M.S. NO. J839
F.A.P. NO. SEE TITLE SHEET TOD NO. _____

DRAWING NO. TS-1631E SG-01 OF 02 SHEET NO. 9 OF 10

REVISION E CONSULTANT

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APPROVALS

TEAM LEADER
ORIGINAL
ASSIST. DIV. CHIEF
ON
DIVISION CHIEF
FILE
OFFICE DIRECTOR

REVISIONS

UPGRADE PEDESTRIAN SIGNALS TO APSOPS
PG5855102
MJA HMD JDB JSE
D INSTALL OPTICOM PRE-EMPTION
FOR NORTHBOUND TRAFFIC
AT 0405185 1204
EBY DJR DWB BRK
C REVISED DUE TO NEW GEOMETRICS
AND PAVEMENT MARKINGS PG2745184
AH

PLOTTED: Friday, September 17, 2010 AT 03:25 PM
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